









**Hughes & Hough**  
AUCTIONEERS TO THE GOVERNMENT.  
General Auctioneers  
Stearns, Coal and General Produce  
Brokers and Commission  
Agents.  
PROPRIETORS  
"Te-Kwa-Wan" Coal Storage.  
Codes used  
Bentley's  
A. & C. 4th & 5th Editions.  
A & Telegraphic Code.  
Telegraphic Address  
"MISSION" HONGKONG.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on  
**THURSDAY,**  
the 12th December, 1917, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
A Consignment of  
**GENTS' STRAW HATS**  
and a number of  
**PAIRS GENTS' DRESS SHOES &c.**  
Terms—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 10, 1917. 2377

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on  
**THURSDAY,**  
the 12th December, 1917, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
AN ASSORTMENT OF  
**GOLD AND SILVER JEWELLERY,**  
Etc., Etc.,  
Comprising—  
15-Kt. Gold Watches by well-known makers, Gold Albert and Fab Chains, Charms, Brooches, Earrings, Bracelets, etc., Diamond, Pearl, Sapphire and Jadestone Rings, Scarf Pins, Links, Studs, etc., etc.  
Also  
A NUMBER OF LOVS OF  
**DAMASCENE JEWELLERY,**  
Comprising—  
Cigarette and Card Cases, Pink Links, Bracelets, Bangles, etc., etc.  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 5, 1917. 2384

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on  
**FRIDAY,**  
the 14th December, 1917, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
A QUANTITY OF  
**HOUSEHOLD FURNITURE, &c.**  
Comprising—  
Teak Twin Bedsteads, Sideboards, Dinner Wagon, Extension Dining Table and Chairs, Chesterfield Sofa, Arm-chairs, &c., Wardrobes and Toilet Tables, Cots, Miscellaneous Furniture, Pictures, Roll-top Desks, Blackwood Ware including Cabinets, Wardrobes, Stands, &c., Brass Fenders and Fire Brasses, a few Lots Porcelain and China, &c., Pantry and Kitchen Utensils, Electric Lamps, Enamelled Bath, Carpets and Rugs.  
(Full Particulars from Catalogue).  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 6, 1917. 2366

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction, on  
**MONDAY,**  
the 17th December, 1917, commencing at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
A LARGE ASSORTMENT OF  
**FANCY GOODS, BRIO & BRAC, &c.**  
recently arrived from Europe and suitable for Xmas presents.  
Comprising—  
Bronze and Porcelain Figures and Statuettes, Vases, Hand-painted Plaques, and Ornaments, Flower Holders and Bowls, Fancy Mirrors, Clocks, Candelabra, etc., a quantity of Plated Goods, comprising Egg Sets, Fruit Bowls, Bread Baskets, Sweet and Dessert Dishes, Crockery, &c., &c.  
Cup-glasses, Bowls, Decanters, Jugs, Finger Bowls, Sweet Dishes, Fruit Stands, Cake Dishes, Liqueur Sets, &c., &c.  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 10, 1917. 2377

**AUCTIONS.**  
**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on  
**MONDAY,**  
the 17th December, 1917, at 12.30 noon at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
**SEVERAL CASES LIQUEUR BEATHER DEW SCOTCH WHISKY, SHERRY, PEACH BRANDY, VERMOUTH, &c.**  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 10, 1917. 2379

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on  
**SATURDAY,**  
the 22nd December, 1917, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
**A LARGE CONSIGNMENT OF JEWELLERY,**  
Etc., Etc., Etc.  
As follows—  
Diamond, Half-hoop, Marquise and Foxy Rings, Gold Brooches and Scarf Pins, Gold, Silver and Rolled-gold Watches by Benson and other well-known makers, Gold Watch Bracelets, Bangles and Charms, (French Bracelet 18-kt. gold, set with 22 Diamonds and 17 Sapphires), Silver Chronometer Watches, Altitude Barometer, etc., etc., etc.  
Also  
Pair Binoculars, Old Roman Coin 2 War Models, small lot unset Stones, Cameras, etc., etc., etc.  
And  
A lady's Hair Fastener "Star and Crescent" set with 43 Brillants.  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, Dec. 10, 1917. 2380

**TO LET**  
**FROM 1st January 1918 "Glenahol"**  
No. 141 THE PEAK. In first class order. Five rooms.  
Hongkong, Dec. 10, 1917. 2378

**TO LET.**  
**OFFICES in York Building.**  
**HOUSES on Shamoon, Canton.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**  
**TO LET.**  
**IMMEDIATE ENTRY, four very desirable SHOPS, situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.**  
For rent and other particulars apply to the Manager, Hongkong Ice Co., Ltd., 48 Connaught Road Central.  
Hongkong, August 2, 1917. 2003

**TO LET.**  
**FLAT in Nathan Road, Kowloon.**  
Four rooms in Kowloon.  
Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LTD.**  
Alexandra Buildings.  
Hongkong, August 12, 1917.

**"CHINA MAIL"**  
**PUBLICATIONS.**  
OBTAINABLE at the "China Mail" Office, 2 Wyndham Street, Hongkong.  
**HISTORY OF UNION CHURCH (1891-1908)** ..... 30  
**HONGKONG'S MUSICAL HISTORY** ..... 30  
**NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA** (By Rev. G. A. Bonney, M.A.) ..... 30  
Part I—Mammals and Birds ..... 30  
Part II—Reptiles, Amphibians and Fishes ..... 30  
**THE MISSIONS ETHNOGRAPHY (History of the Eastern Churches)** ..... 1.5  
**CHINESE SCHOOL BOOK** ("Kia-Tai King," translated by E. J. Egan) ..... 30  
**THE MEMOIRS OF** ..... 30

**THE NATIONAL MISSION.**

**ANNIVERSARY MESSAGE FROM BISHOP MORRIS.**

The following address from Bishop Morris of Peking, was read by the Bishop of Victoria in St. John's Cathedral on the anniversary of the commencement of the National Mission:

PEKING, November, 1917.  
To all who shared in the "National Mission's" Beginning in 1916.

My DEAR FRIENDS,—For many of us made friends last year, thanks to the generous warmth of your welcome to a stranger, and your forbearance towards a messenger most unworthy of his message.

I cannot let the anniversary of these happy meetings come round and pass by us without an effort to recall to you as well as to myself, something of what God showed us then, something of what we saw to be ideal, something of what we hoped would be possible. For such recollection will lead to reflection; and as we look back we shall find cause for thankfulness—which spells encouragement; and for heart-weachings—which may shame us into fresh effort.

I want you once more to stand with me by the side of my favourite "bottomless" tarn and look into its depths for visions. I want you to ask yourselves how far in the year that has elapsed, you have "filled your water pots up to the brim." I want to ask you where you have been throwing "your nets"—Have you launched out with the deep? Or have you gone back to the old shallows which proved barren before?

In a word, have you been earnest, and what like has been your faith?

And then I want to ask how far we have tried to keep God's purpose before our minds. Some of you will remember perhaps my reference to Richard Fugleng, the engraver, and his friend Mr. Tubbs, the picture-frame maker; and perhaps you have for a while forgotten the moral of the story? Let me remind you then; God is always printing proofs: we men stand by. It is always possible we shall catch sight of the perfect thing, God's purpose; and then it will be worth while for us to sacrifice all we have and are, to obtain it for our own.

Have you caught sight of it? Did you get a vision of it at all last December? And if so have you made the necessary sacrifices to make it your own?

Because only so far as each one of us does that, can we be said to be working for God's purpose for our Nation. You remember what that is—

England, my England, turn to thy God! Thou'rt Christian in name: be Christian in deed.

Vain were thy victory, vain thy shed blood, If thou faltest thy God in the hour of His need.

God needs thee, but not as thou wast in thy pride! 'Tis His world not thine, 'neath the tyrant's rod; Repent, be converted, and fight on God's side.

Love the world for thyself but win it for God.

A Christian England! Only possible if personal religion becomes an ethical force in the nation. If it was true a year ago that events were forcing upon us the conviction that God matters, it is not a hundred fold more true to-day? Think of Russia, of Italy, and the rumours, probably true enough, that Germany is desperately anxious for a separate peace with some of her enemies at least if she cannot force a general peace with all. I think of our dis-

appointed hopes, of the strong probability that the war may yet last for years, that the strain of the past three years may be intensified to a degree that seemed impossible a year ago. Think of the children of whom we said "Thank God they are too young," and who are hurrying in to the age when we shall have to let them go with the bravest looks and words we can summon to hide our anguished hearts?

Do not all these things confront us in irresistible array to force upon us again the conviction that God matters; that it is God alone that matters; that it is only God who can give peace on earth? And if so, does it not drive us on to ask how we stand in God's sight; each one of us, the responsible child of a moral God, sojourning here for a while only, carelessly or fearfully (which is but good English for reverently), taking life seriously or vainly, remembering or forgetting that we were redeemed by the blood of Christ. How do we stand to-day?

I cannot help remembering, even as I write the question again, that I asked it first on the morning of the second Sunday of the Mission. And what was the answer then? "We stand my brethren at our prison gates face to face with the future, prisoners set free, prisoners of hope." I ventured then to say of us that we stood outside the dungeon of our selfishness—but I warned you that we could fall back unless we turned to the stronghold, to religion that binds us to Christ and to each other. How do we stand to-day?

Outside the sermons which I was allowed to preach to you in the Cathedral on the Sundays of the Mission, my work fell mainly along three lines: the Men's meetings in the Public Hall, the addresses to women in the afternoons, and the three evening meetings in "the Theatre." I do not wish to attempt to go over again the ground covered then. But as I recall to myself the substance of what I tried to-day, one or two points stand out with sufficient clearness to encourage me to remind you of them, as a help to answering the question: How do we stand to-day?

And first, the attendance at these men's meetings! I shall never forget it, because it was such a wonderful encouragement: you knew nothing about me, you were not drawn thither to hear a well-known orator or famous preacher; you came because you were interested in the questions raised. I think I may dare even to say you came because you were in earnest then. You really wished to know why God did not stop the war; and some of you did not wholly approve the answer I gave. Well, He has not stopped it yet, and I believe more firmly than ever to-day in the truth of what I said then, that God will only stop the war when it has done its work when we have learnt our lessons; yes, and when he have forsaken our sin, selfishness, carelessness, self-indulgence, and "play the game" of Christianity as it ought to be played. Unless—which God forbid—we refuse to learn, unless through our self-willed pride we make all the sacrifices, all the sufferings of God and man of none effect. But that will not prove Christianity to be played out: it will only prove we are not Christians. And God forbid that this should be true!

If we want to know how we stand, let us take stock once more of our private prayers, of the part we take in our common prayers in Church, of our business dealings, of our efforts to carry the "Consciousness of God" into our daily lives, their work and their recreations.

Secondly,—If the men encouraged me by their attendance at the Public Hall, I am not unlikely to forget the earnestness of the women who came to the Cathedral evening after evening, who thronged the big room at the Helena May Institute on the Wednesdays. I would fain remind those who listened then how we traced together the dangers of thoughtlessness, of carelessness, of the slavery of fashion; of how we sought for an ideal to set before us, of how we found it in the Blessed Mother of Our Lord. "You women," as my friend in India had said, "are the salt of the earth."

rather than of popularity or leadership, to make our influence an uplifting force, and lastly as we dwell on the memory of her who shall for ever be "blessed among women," we saw the need of holiness: "the sense of God's touch upon her, of God's presence with her, seeming to pervade the very atmosphere in which she moves." She must "reflect the Holiness of God."

Where do we stand as regards these things? What signs are there as compared with a year ago, of greater discipline in our lives? Of a real effort to aim at nothing less than goodness? Of constant seeking the face of God and of His Son Jesus Christ, that so we may catch the reflection of His Holiness?

Thirdly,—and I have deliberately put last the recollection of those men's meetings in the Theatre, because they seemed to me to express so clearly the sense of a National Mission. I would earnestly ask you to go back to those messages of Amos, of Malachi, of Isaiah, which seemed then to be, and which are still, so wonderfully appropriate to our needs. We are fighting for freedom to live, nationally; and Amos reminds us that if we would live we must seek the Lord. Why? Because while all else changes, passes, God remains, a rock amid the waves, a refuge in the storm, a friend in the hour of national need. Where? Not on the Cross, where the Son of God hung for a few short hours, but at the right hand of power where He lives for ever strong to help all those who seek Him! How? By looking for Him where He is likely to be found, by being ready to recognise Him when He meets us: Christ told His disciples they would find Him in "one of these little ones." Christ bids us as a nation to-day seek Him in succouring the smaller nations that have been too long and too fiercely oppressed by their stronger neighbours. To fight for Belgium, for Serbia, for Montenegro, for Poland, without a thought of national profit for ourselves is in truth to seek the Lord, and so seeking we shall live.

For, let us not forget it, God has loved us. "I have loved you, saith the Lord." That is the ground of the Divine appeal to us to-day, as it was in the days of Malachi. And we have been in danger of forgetting that love, because we have allowed our family life to be imperilled, our God-given "Day of remembrance" to be treated like any other day, our poor to be oppressed, our rich men to forget the joy of real generosity.

As a nation we are called to seek the Lord that we may live: as a nation we are reminded that God has loved us; as a nation, we are given to-day an opportunity unparalleled in the world's history of doing our duty to the world. And from Isaiah, the young Jewish noble, fresh from his vision of God, of the call that came to him in the courtyard of the Temple at Jerusalem, we learnt something of what that duty is, which England owes to the world.

Forgive me if I end with one or two quotations from the words I spoke to you on that last Sunday evening, words in which I tried to sum up what I had learnt myself of the lessons of the National Mission.

"There is an honour, there is a supremacy, there is a leadership amongst nations, as amongst men, which is based on the one foundation which cannot be taken from us against our will. There is one thing which none can wrest from us, one thing which we can have and hold without exciting jealousy or envy or any enmity at all, the supremacy of goodness, which will draw the nations unto us."

"Wherever England goes, wherever she touches the world that knows not God, in India or in Africa, in China or the Islands of the Sea, let her preach the word of God, let her carry it in her hand as a gift, let her prove it for what it is by her acts, sow it wide wide, scatter it on the waters of the sea, and reap it in the Harvest of God."

"That we should make efforts here and now, to help our country to win the war, to rise to our Missionary responsibility, to lead higher, holier lives, less selfish, more self-sacrificing, for 'I have loved you saith the Lord.' Oh my brethren, come ye let us walk in the light of the Lord."

FRANK L. MORRIS,  
Bishop.

**METALS**  
of all kinds, especially for shipbuilding and engineering works. Largest and best assorted stock in the Colony.  
**SINGON & CO.**  
(ESTABLISHED A.D. 1850).  
KING LUNG ST. PHONE 519.

**INTIMATIONS**



Born 1821—Still going strong.

**VOLUNTEER:** "We want to go to the front at once, Sir!"

**OFFICER (good-humouredly):** "All in good time, my lads! You must first get into perfect condition, like 'Johnny Walker.' Then you'll be in front—and not easily shifted."

**JOHNNIE WALKER "White Label,"** 6 years old.  
**JOHNNIE WALKER "Red Label,"** 10 years old.  
**JOHNNIE WALKER "Black Label,"** 12 years old.  
Guaranteed same quality throughout the world.

**Agents General, CALDBECK, MACGREGOR & CO.**  
JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, KILMARNOCK, SCOTLAND.

**Appropriate, always.**

With certain dishes, such as **Gam, LEA & PERRINS' SAUCE** is always appropriate. It is the recognised sauce for such use.

In fact, for everything with which a sauce can be used, **LEA & PERRINS'** is invariably the BEST. It has a refinement of flavour that suits the most delicate dishes and appeals to the most exacting palates.



The Original & Genuine  
**WORCESTERSHIRE.**

**THE EVER POPULAR HOUSEHOLD REMEDY**  
Which has now borne the Stamp of Public Approval for  
**OVER FORTY YEARS.**

**ENO'S FRUIT SALT**

**PLEASANT TO TAKE REFRESHING AND INVIGORATING.**

**IT IS VERY BENEFICIAL IN ALL CASES OF**  
**Biliousness, Sick Headache, Constipation, Errors in Diet—Eating or Drinking, Thirst, Giddiness, Rheumatic or Gouty Poison, Feverish Cold, with High Temperature and Quick Pulse, and Feverish Conditions generally. It is everything you could wish as a simple and Natural Health-giving Agent.**

Prepared only by  
**J. C. ENO, Ltd., "Fruit Salt Works," London, England.**  
SOLD BY CHEMISTS AND STORES EVERYWHERE.

**THE CHINA MAIL**  
**Typhoon Map and Guide**  
SOUTH LARGEST AND MOST COMPLETE MAP OF EAST ASIA  
Price 50 CENTS.





# WATSON'S "E" THE PREMIER SCOTCH.

DISTINCTIVE IN  
FLAVOUR, WELL MATURED,  
MELLOW.

A. S. WATSON & Co., Ltd.,  
WINE AND SPIRIT MERCHANTS,  
TELEPHONE No. 516.

## Today's Advertisements

## The China Mail

### BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1915 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on SATURDAY, the 15th instant.  
Hongkong, Dec. 12, 1917. 2381

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

### TUESDAY,

the 18th December, 1917, commencing at 10.30 a.m., at their Sales Rooms, No. 5, Des Vaux Road, Corner of, 100 HONG KONG STREET.

TEAKWOOD AND BLACKWOOD FURNITURE, TWIN BEDSTEADS, CURTAINS, CARPETS, PICTURES, etc., AND LARGE ASSORTMENT OF USEFUL HOUSEHOLD GOODS.

As follows:—  
Upholstered Suites, Arm-chairs and Chesterfield Sofas, Card Tables, Bedroom Furniture, comprising Double and Single Beds and Brass-mounted Bedsteads, and Twin Bedsteads, Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., Dining Services, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Sets, etc., Bath Room Utensils, Roll-top Desks and Writing Tables, etc., Sundry Electro-Plated Ware.  
Electric Reading Lamps, Blackwood and Teakwood Screens, Blackwood Furniture, including Large 4-Fold Blackwood Screens with 4-Coloured Panels, Side Tables, etc., Engravings, Pictures, etc., etc., Tennis Rackets and Net, Iron Safe, etc.

A few lots Turkish Bath Sheets, Towels, Single and Double Bed Sheets, Red Quilts, etc.

Also Carpets, Brass Fenders, a few lots Fire Bricks, etc.

And Two PIANOS.

(Full Particulars from Catalogue).  
Terms:—Cash.

HUGHES & HUGHES,  
Auctioneers.  
Hongkong, Dec. 12, 1917. 2382

### THE CALENDAR.

MEMO FOR TO-MORROW.  
2.30 p.m.—Auction of Jewellery, etc., at Messrs. Hughes and Hughes.

### GENERAL MEMORANDA.

FRIDAY, Dec. 14:—  
Prince Albert's birthday (1896).  
2.30 p.m.—Auction of Household Furniture, etc., at Messrs. Hughes and Hughes.  
5.17 p.m.—New Moon.  
SATURDAY, Dec. 15:—  
General Holiday.  
THURSDAY, Dec. 20:—  
Prince George's birthday (1903).  
FRIDAY, Dec. 21:—  
Hongkong Stock Exchange Settlement Day.  
MONDAY, Dec. 24:—  
General Holiday.  
TUESDAY, Dec. 25:—  
Christmas Day: General Holiday.  
WEDNESDAY, Dec. 26:—  
Boxing Day: General Holiday.  
THURSDAY, Dec. 27:—  
President Woodrow Wilson's birthday (1856).  
4.40 p.m.—Total Eclipse of the Moon.  
5.58 p.m.—Full Moon.  
MONDAY, Dec. 31:—  
Boxing Day.

### BRIDGE SCORERS

In Blocks of 50 SHEETS.  
30 points each.  
Four for One Dollar.  
Obtainable at The China Mail, Ltd., 100, Des Vaux Road, Hongkong.

of the Turkish Empire, though if General ALLNBY pushes on rapidly to Damascus and Beirut, and a further advance is made at the same time by the Mesopotamian army along the Bagdad railway, it is quite probable that Turkey would become very anxious to make peace with her adversaries quickly.

## NEWS OF THE DAY.

### LOCAL AND GENERAL.

A Shanghai telegram reports telegraphic communication between Peking and Shanghai to be interrupted.

The President has decided to summon a conference of all parties with a view to terminating hostilities in China.

A financial panic prevails in Hankow. Several native-banks have failed, and on this account a Chinese telegram reports that money is very tight in Shanghai.

China's total length of railways, after forty years of building, says a writer in the *Far Eastern Review*, would not make a double track across the country.

Mr. T. G. Turnbull has kindly consented to show lantern views of Canada at the Helena May Institute to-morrow evening at 9.15 and will speak on "From Ocean to Ocean through Canada." Members are invited to bring friends.

A new storm signal code is to come into operation on February 1st next at the storm signal stations of the Chinese Maritime Customs, at the French Municipal storm signal station at Shanghai, and at the British storm signal station at Weihai-wei. The Customs Administration has just published the code.

Fire broke out at 5 o'clock yesterday morning on the second floor of 203 Queen's Road West, a four-story building. The second floor was occupied as a store and shop by a medicine dealer. The Fire Brigade appeared on the scene and as the result of their efforts the fire was confined to the second floor and extinguished. The damage is supposed to be slight but no definite information of the loss has been received.

The Consul-General of the United States (Mr. G. E. Anderson) entertained a large company at an informal reception at Kingsclere yesterday evening at which the Hon. Mr. P. H. Holyoak gave an interesting Address on the participation of the United States in the War and the impressions he had gained during his recent visit to America.

The gathering included H. E. The Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.), the Bishop of Victoria (Dr. Lander), the Chief Justice (Sir William Rees-Davies, K.C.), the Puisne Judge (Mr. H. H. Gompertz), Comptroller Sandemann, K.C., the Hon. Mr. H. E. Pollock, K.C., and many other prominent residents.

THE TWO COTTON SPINNING AND WEAVING CO.

DECLARATION OF DIVIDEND.

Messrs. Moxen and Taylor have received cabled advice from Shanghai to the effect that the Two Cotton Spinning and Weaving Co., Ltd., has declared a

Dividend of T20 per share on Ordinary shares = T300,000.

Dividend of 5% per share on Preference shares = 28,000.

Placed to Depreciation Fund = 127,000.

Placed to Reserve Fund = 200,000.

Placed to Equalisation Fund = 125,000.

War Funds = 50,000.

Bonus to Staff = 20,000.

Carry Forward = 4,000.

## THE SITUATION IN CHINA.

### THE ATTITUDE OF THE SOUTH-WEST.

The Intelligence Bureau of Canton communicates the following:—  
An expeditionary force to Fukien to oust the Northerners there left Canton recently by marching overland. To-day another force, escorted by a portion of the Chinese Navy, is sailing out for a place still undisclosed.

The long desire of the Cantonese and the leaders of the South-West for a peaceful settlement of the present struggle has not yet been realized because of the refusal of the Peking Government to take the necessary action to recognize the Provisional Constitution by reorganizing the National Assembly in regular session without further interference from militarists mixing in political affairs. It is believed that the war of democracy against militarism in China has to be continued.

The recent resignation of Tuan Chih-jui and the reorganization of the illegal cabinet at Peking did not solve the pending question. While Tuan who has been responsible for the unlawful dissolution of the National Assembly and the violation of the Provisional Constitution has now resigned, the wrong done is not righted until the Constitution which the South-West is trying to uphold is respected and observed by those who claim to be the Government at Peking.

The South-West cannot sanction the breach of the Provisional Constitution in any part, however slight, as doing so will render the future laws of the country unsafe and subject the Republic to perpetual disorder.

According to the South-Western leaders, no peace will last long unless those opposing democracy can be made to understand that in a republic the fundamental law of the land can only be amended by representatives of the people in accordance with the law.

The South-West has not been fighting against Tuan alone but also against the illegality of the Peking Government. The Government of the Republic of China is not complete without its legislative branch, the National Assembly. Unless this Assembly is allowed to reconvene regularly, it is not believed peace will be possible.

### A SOLICITOR AND HIS COMPROMISE.

### "A DISGRACEFUL SCANDAL."

In the Bankruptcy Court yesterday there came up for public examination one Ma Pak To, who ascribed his insolvency to debts owing to him by Mr. E. M. Tozer, a solicitor by whom he had been employed as a compositor. He stated, in the course of his examination, that Mr. Tozer owed him \$9,000. He advanced to Mr. Tozer between \$5,000 and \$6,000 for office expenses; he had deposited with him \$600 as security, which had not been returned; he had also paid the rent of the offices at Mr. Tozer's request, amounting to \$840, and Mr. Tozer owed him his salary of \$150 a month for twenty-seven months.

Asked by his Lordship the Chief Justice whether he had applied to Mr. Tozer for the money since he left the Colony, debtor said he had had no trace of him.

The Official Receiver said he believed Mr. Tozer was in Singapore.

His Lordship said he felt it his duty to say that it was a disgraceful scandal that a solicitor practising in the Supreme Court should be guilty of such conduct as that described. He hoped his words would be conveyed to him.

The Official Receiver (Mr. Nisbet) asked if his Lordship would like him to convey his remarks to the Official Assignee in Singapore.

His Lordship answered affirmatively and added that he would send the matter home to the Incorporated Law Society, so that if he returned to practice in England they would have an opportunity of dealing with him.

Debtor, in reply to further questions said he would be perfectly solvent if he obtained payment of the money owing to him by Mr. Tozer. He was 57 years of age and is now acting as a broker.

His Lordship said he was sorry for the debtor and wished he could help him. The examination was closed.

### UNNECESSARY WORKS.

WAY waste, words and advertising space in describing the many "new" and "improved" remedies for the most common ailments, is a waste of time and money. It is a waste of time and money to advertise a remedy for a disease which is cured by the body's own natural processes. It is a waste of time and money to advertise a remedy for a disease which is cured by the body's own natural processes. It is a waste of time and money to advertise a remedy for a disease which is cured by the body's own natural processes.

## THE MAGISTRACY.

### ALLEGED ADULTERATIONS OF MILK.

The proprietor of the On Look Yuen restaurant at Des Vaux Road Central was charged before Mr. Dyer-Ball this morning with selling milk which had been adulterated.

Mr. Hind appeared to conduct the defence of the accused who pleaded not guilty.

It was stated by Sanitary Inspector Haigh that he went to the On Look Yuen restaurant and bought a bottle of milk. When the bottle was brought to him he examined the seal and found it to be intact. He then took one part of the milk to the Analyst for analysis and the result was that the milk was found to be adulterated with water to the extent of 14 per cent. It was his opinion that the seal had not been tampered with. The seal was a tag covered with wax and was in the same condition as those sold by the Dairy Farm.

Evidence was given by an assistant of the restaurant who stated that the milk used in the restaurant was supplied by the Dairy Farm.

Mr. Hind submitted that the seal of the Dairy Farm was a warranty that the milk was pure, and quoted several cases to support his submission. It was quite possible that in cases where thousands of bottles had to be washed and refilled that a quantity of water left in a bottle would not be noticed when refilled. He added that he would like to draw his Worship's attention to the question as to whether it was obligatory on him to notify the Dairy Farm on the line of defence he adopted. The legal procedure in Hongkong was different from that in England where it was obligatory.

His Worship said that as there was no proof that the defendant had tampered with the milk he would give him the benefit of the doubt. Defendant was discharged.

The master of the Ka Po Ting restaurant at No. 9 Possession Street was also charged before Mr. Dyer-Ball with selling milk which had been adulterated.

Sanitary Inspector R. C. Wittehall prosecuted.

Defendant pleaded not guilty, stating that he bought the milk from a dairy at Tai Hang village. He did not adulterate the milk, but only sold it as it came, untampered.

Inspector Wittehall deposed that he bought a bottle of milk from the defendant's shop, and after dividing it into three parts, gave one part to the defendant while another part was taken to the Government Analyst.

The result of the analysis proved the milk to be adulterated with water to the extent of 14 per cent.

As the defendant was unable to prove that he did not tamper with the milk, His Worship imposed on him a fine of \$25.

### LOTTERY TICKETS.

A Chinese was arrested yesterday in Connaught Road West, having in his possession a quantity of Po Pin lottery tickets with a view to sale.

When charged before Mr. Wood this morning, defendant admitted the possession and gave the excuse that the tickets were given him by a seaman on board *Paul Ben* to carry ashore.

His story failed to convince the Magistrate, who fined him \$50 with the alternative of one month's hard labour.

### AN OPTUM CASE.

A Chinese employed as cook on board *s.s. Mousang* was charged before Mr. J. R. Wood this morning with the unlawful possession of three tins of prepared opium without a permit.

Defendant admitted the possession and pleaded in extenuation of the offence that he was a stranger to the Colony and did not know the law.

His excuse, however, was not good enough and he was fined \$250 with the alternative of three months' hard labour.

### THEFT OF WAR DEPARTMENT PROPERTY.

A Chinese was charged before Mr. Wood this morning with the robbery of a quantity of wire and metals from the War Department.

Defendant pleaded not guilty, stating that he picked up the metals from a rubbish underneath a bridge in Conduit Road.

## SUPREME COURT.

### APPLICATION BY UNION INSURANCE SOCIETY OF CANTON.

A very interesting outline of the prosperous history of the Union Insurance Society of Canton was given at the Supreme Court this morning when Mr. E. H. Sharp K.C. applied on behalf of the Society, to the Chief Justice, Sir William Rees-Davies, K.C., for confirmation by the Court of certain alterations to the Memorandum and Articles of Association of the Society, which had already been passed and confirmed by special resolution by the Company.

Mr. Sharp stated that the petition which was before His Lordship had been signed by Mr. Ede, the General Manager, and by Messrs P. H. Holyoak and A. U. Lang, Directors of the Company. He proposed to give His Lordship an outline of the history of the Society and to state the reasons for the alteration of the memorandum with some reference to the financial position of the Society. The Society was incorporated in its present form in 1882, but existed long before that date. It was started in 1835 by some British merchants in Canton and from that time until the present date the shares had been held by British subjects and it was therefore essentially a British concern. In 1841, when Hongkong was ceded to the British, the business was transferred to Hongkong. The Company had been extraordinarily successful and its progress and expansion had been continuous and increasing. The original paid-up capital of the Company in 1835 was a quarter of a million dollars, with an authorised capital of \$1,250,000. The authorised capital to-day is \$4,000,000, of which \$1,500,000 is paid-up. In addition to this the Company had accumulated Reserve funds of over \$4,500,000, which with its uncalled capital of nearly \$2,500,000 made the practical reserve amount to nearly \$7,000,000. The profits distributed among the shareholders were as astonishing. Since 1871 the Society had paid in dividends over \$11,000,000 and a further amount previous to that date of which he had no figures. In 1895 and 1903 the paid-up capital was increased out of surplus profits without any call being made on the shareholders, by doubling the value of the shares, the first time from \$25 to \$50 and then from \$50 to \$100 a share. Also the shareholders had received bonuses amounting to three-quarters of the value of the shares, a privilege which the shareholders of very few companies had enjoyed. The Society had from time to time extended its sphere of operations and established branches in London, Shanghai, Japan, the Straits Settlements, Australia, New Zealand, Canada and elsewhere, and to-day the Society had branches and agencies in nearly all parts of the world. Mr. C. Montague Ede, the General Manager, had been in charge of the affairs of the Society for the last ten years, and he (Mr. Sharp) might say that since Mr. Ede assumed control it has been the period of the Society's greatest success and expansion. This brief résumé of the Society's financial history would show that the Society had sufficient capital and assets for its proposed additional business. He would point out to His Lordship that people who wanted to be insured would naturally prefer an office which undertakes insurance generally to getting separate policies with different firms, each taking up one policy for one kind of risk—fire, marine, accidents, etc., etc. All these kinds of insurance are now done by one firm instead of different firms as formerly. Companies with restricted objects were handicapped and the older companies, like the Union Insurance, had been extending their objects so as to compete on level terms with newer companies possessing wider powers. The proposed alterations of the Articles would enable the Society to undertake all kinds of insurance except the ordinary life insurance. All the preliminaries having been complied with, he would ask His Lordship to confirm the alterations.

His Worship granted the application.

### WIRELESS IN CHINA.

### A DANISH LOAN SIGNED FOR 250,000.

The Minister of the Navy, Admiral Lu Kuang-hung, has signed an agreement with the representative of the Danish firm Larsen & Co. for a loan of 250,000 for the construction of wireless stations for military and naval purposes. The term of the loan is 20 years, during which period Larsen & Co. will be permitted to control the stations in operation with Chinese officials. The interest required will be obtained in foreign currency if obtainable in China.

It is understood that the agreement has not obtained the final approval of the Chinese Government, and that the German Government is anxious to have the loan.

## SPORTING.

### HONGKONG GOLF CLUB.

The Captain's Cup Competition for December was won by Mr. R. J. Birbeck and the tie for the play-off is as follows:—

Byes, E. J. Grist and M. A. Murray.  
R. J. Birbeck v. A. B. Purvis.  
J. Hooper or C. C. Stark v. F. J. de Rome.  
A. Ritchie v. R. M. Henderson.  
Eldon Potter v. J. C. Fletcher.  
Byes W. D. Kraft and L. J. Blackburn.

First round to be played off before Monday, January 14th.  
Second round to be played off before Monday, January 21st.  
Semi-final round to be played off before Monday, January 28th.  
Final round to be played off before Monday, February 4th.

For the Christmas Holidays there will be an Electric Competition for men over the 18 hole course and for ladies over the Relief Course from Saturday, Dec. 22nd until Wednesday, Dec. 26th, and a Bogey Pool Competition for men over the 18 hole course for the same period, and a Medal Competition for ladies over the Relief Course of 9 holes on Saturday and Sunday, Dec. 22nd and 23rd.

In addition to the above there will be a mixed foursome competition over the Relief Course of 9 holes commencing on Saturday, Dec. 22nd and finishing on Christmas Day, Dec. 25th. On Boxing Day there will be a mixed Electric foursome competition over the 18 hole course. Medal play to be played any time after noon: a silver cup has been kindly presented by Dr. Moore Graham of the *s.s. "Empress of Asia"* for the winning lady.

Details will be announced later.

### LEAGUE CRICKET.

### ROYAL GARRISON ARTILLERY.

### ROYAL ENGINEERS.

This match, played at Happy Valley on the 11th, resulted in a draw.

The scores were as follows:—

R.G.A.		R.E.	
Br. Athorne, run out	35	Br. Athorne, run out	35
Br. Dix, c. Gordon, b. Cipwell	2	Br. Dix, c. Gordon, b. Cipwell	2
Br. Drummond, b. Reakes	0	Br. Drummond, b. Reakes	0
Br. Sharman, c. Lucas, b. Cipwell	3	Br. Sharman, c. Lucas, b. Cipwell	3
C. Q. M. S. Ross, c. MacGregor, b. Reakes	4	C. Q. M. S. Ross, c. MacGregor, b. Reakes	4
Gr. Bains, b. Cipwell	1	Gr. Bains, b. Cipwell	1
Gr. Perkins, b. w., b. Adams	13	Gr. Perkins, b. w., b. Adams	13
Gr. Maon, st. Waller, b. Reakes	2	Gr. Maon, st. Waller, b. Reakes	2
Gr. Boocock, b. Adams	0	Gr. Boocock, b. Adams	0
Br. Armistys, c. Lucas, b. Adams	2	Br. Armistys, c. Lucas, b. Adams	2
Lt. Baker, not out	13	Lt. Baker, not out	13
Extras	14	Extras	14
Total	69	Total	69

### BOWLING ANALYSIS.

R.G.A.		R.E.	
W. S. Cipwell	11	W. S. Cipwell	11
C. Q. M. S. Ross	18	C. Q. M. S. Ross	18
Cpl. Adams	53	Cpl. Adams	53

### BOWLING ANALYSIS.

R.G.A.		R.E.	
Sgt. McGregor, c. Dix, b. Athorne	1	Sgt. McGregor, c. Dix, b. Athorne	1
Spr. Gordon, c. Armistys, b. Athorne	13	Spr. Gordon, c. Armistys, b. Athorne	13
Cpl. Adams, b. Boocock	2	Cpl. Adams, b. Boocock	2
C. Q. M. S. Ross, c. Drummond b. Boocock	5	C. Q. M. S. Ross, c. Drummond b. Boocock	5
Spr. Waller, c. Perkins, b. Athorne	29	Spr. Waller, c. Perkins, b. Athorne	29
Lt. P. Lucas, b. Boocock	0	Lt. P. Lucas, b. Boocock	0
S. Sgt. Cipwell, c. Mann, b. Athorne	10	S. Sgt. Cipwell, c. Mann, b. Athorne	10
Spr. Millard, not out	0	Spr. Millard, not out	0
Lt. P. Lucas, b. Boocock	6	Lt. P. Lucas, b. Boocock	6
Cpl. Heath, not out	6	Cpl. Heath, not out	6
Extras	0	Extras	0
Total	65	Total	65

Spr. Townsend did not bat.

### BOWLING ANALYSIS.

R.G.A.		R.E.	
Br. Athorne	14	Br. Athorne	14
Gr. Boocock	14	Gr. Boocock	14

### THE SHANGHAI PAPER HUNT CLUB.

The first paper hunt of the season took place on Saturday afternoon, says the *Shanghai Mercury* of the 3rd inst. The paper was laid by Mr. D. W. Crawford (Master), and the course was from the Hongjiao and Warren Roads corner to the Schulte Line. The result was a popular win for Mr. A. W. Burkill, who pulled off his fortieth victory—a wonderful record. Mr. Burkill won his first hunt not less than 24 years ago.

The card returned read as follows, no fewer than three of the puny returned being heavy weights.

(1) W. A. W. Burkill on Grey Goose.

(2) Y. W. Fitter on Bonnie Boy.

(3) T. S. Law on Black Horse.

(4) T. Brooks on Dore Brown.

(5) C. N. Davis on Minnie.

(6) H. G. Tolson on Silver.



## TELEGRAMS.

(Continued from Page 1.)

## THE WESTERN FRONT.

## UNUSUAL ACTIVITY.

LONDON, Dec. 11. Field-Marshal Sir Douglas Haig reports:—

There was unusual mutual aerial and artillery activity yesterday, particularly southward of the Scarpe and northward of Lys.

We repulsed a raid to the east of Epohy and dispersed working parties on the Cambrai front, securing prisoners.

LATER.

Sir Douglas Haig reports:—

Scottish troops attacking expelled the defenders of a post to the east of Boursies. Several Germans were killed or taken prisoner.

The artillery was again active to the south and south-east of Cambrai, and also increasingly active to the east and north-east of Ypres, particularly in the neighbourhood of Polygon Wood and Passchendaele.

## THE FRENCH FRONT.

LONDON, Dec. 11.

A French communiqué says:—

There has been great reciprocal artillery activity between the Alsace and the Oise, in Champagne, Main-de-Massiges, on the right of the Meuse and in Upper Alsace.

There was a sharp bombardment on the Boisdelle-Chaume front, and towards Calonne after which the Germans launched two counter-attacks, which broke down.

## BRITISH PRISONERS-OF-WAR.

LONDON, Dec. 11.

Mr. Macpherson, Parliamentary Secretary of the War Office, in a statement says the British prisoners-of-war in Germany numbered 1,863, officers and 41,836 men. In Turkey the number was 340 officers and 1,959 men. In Bulgaria there were 42 officers and 586 men. In Austria 12 officers and 71 men. The captures for last month are not included.

## BRITISH NAVAL AIRCRAFT ACTIVITY.

## GOOD WORK.

LONDON, Dec. 11.

The Admiralty announced that three naval aircraft on patrol duty attacked and drove back five enemy scouts and seven large seaplanes. We also destroyed two machines and machine-gunned trenches and an anti-aircraft battery. We raided Yerssaere aerodrome, making two direct hits.

All our machines returned.

## THE ITALIAN FRONT.

## ITALIAN AND AUSTRIAN REPORTS.

LONDON, Dec. 11.

An Italian official communiqué says:—

There is artillery activity along the whole front. It is intense between the Brenta and the Piave.

We singularly repulsed a powerful attempt to retake the positions in the Caposile region.

## AUSTRIAN REPORT.

An Austrian official report, received by wireless, says:—

We captured the bridgehead of Bressanin at the mouth of the Piave and took 234 prisoners.

## THE REVOLUTION IN PORTUGAL.

## THE CASUALTIES IN LISBON.

VIGO, Dec. 11.

A message from Lisbon says it is estimated that 80 were killed and 400 wounded in the Revolution.

President Machado has been removed.

Senator Bracamps succeeds temporarily.

## AUSTRALIA AND THE WAR.

## NO EMPLOYMENT FOR ALLIED SUBJECTS OF MILITARY AGE.

MELBOURNE, Dec. 11.

A regulation is to be issued prohibiting the employment in Australia of Allied subjects of military age.

## THE CAPTURE OF JERUSALEM.

## GENERAL SATISFACTION.

LONDON, Dec. 11.

Official: H.M. The King has sent a message to General Allenby saying:—

"The occupation of Jerusalem will be received throughout the Empire with the greatest satisfaction."

"I heartily congratulate you and all ranks upon your success. The achievement is a fitting sequel to the hard marching and fighting of the troops and the organization by which the difficulties of supply, transport and water were overcome. I rejoice that your skilful dispositions preserved intact the holy places."

LATER.

The news of the fall of Jerusalem is received with unqualified satisfaction. The newspapers particularly emphasize the passage in the King's message regarding the "holy places," contrasting this with the ruthless German methods. The capture is regarded as a heavy blow to Germany's projects in the Near East and as the emancipation of Moslems, Jews and Christians from the Turco-German yoke.

The Times says it is understood that Jerusalem will be garrisoned by British, French and Italian forces, with a British Military Governor. The British flag will fly over Jerusalem, while French and Italian flags will fly over their respective properties. The future position of Jerusalem will not be defined until the end of the war.

The evening newspapers give prominence to the historical associations of Jerusalem. The capture of the city has aroused general satisfaction in all quarters, irrespective of religious belief. The Te Deum was sung in the Roman Catholic Cathedral at Westminster where the bell was rung for the first time for three years.

The occupation is regarded as being of first-class political importance in addition to its considerable military significance.

## LORD LANSDOWNE'S LETTER.

## HIS ELDEST SON DISAGREES WITH IT.

LONDON, Dec. 11.

Earl Kerry, the eldest son of Lord Lansdowne, "Member of Parliament for West Derbyshire, in a letter to his constituents declares that his war aims do not coincide with the views expressed in Lord Lansdowne's letter, but rather with the sentiments expressed in President Wilson's admirable speech. "I think," he says, "more has been read into Lord Lansdowne's letter than was either in it or intended, but there were some passages to which I certainly cannot agree as long as we are able to keep going, and this, I hope we shall do, despite everything, until victory is secured."

## STANDARD SHIPS.

47,234 TONS IN SERVICE.

LONDON, Dec. 11.

Sir Chiozza Money stated in the House of Commons that to November 30th seven standard ships, having a total tonnage of 47,234 had been completed and had started on voyages. A large number were being completed. One ship had been sunk. The total tonnage completed in November was within measurable distance of the tonnage losses by enemy attacks.

## GERMAN SUBMARINE PIACY.

## INDIGNATION IN SPAIN.

LONDON, Dec. 11.

There is indignation in Spain, owing to a German submarine shell- ing the Spanish steamer *Claudio*, fifty miles off Finisterre, killing eight of the crew, injuring others, and seriously damaging the ship.

The Spanish Government is protesting.

## MILITARY MEDALS.

LONDON, Dec. 11.

In the House of Commons Mr. Macpherson, Parliamentary Secretary to the War Office, stated that the troops which had been engaged in Togoland and East Africa would be awarded the same medal as would be given for services in other theatres of the war.

## ANOTHER BRITISH VOTE OF CREDIT.

## MAKING A TOTAL OF 2,450 MILLIONS.

LONDON, Dec. 11.

Mr. Bonar Law, Chancellor of the Exchequer, introduces to-morrow a vote of credit for £500,000,000 sterling, making a total of 2,450 millions.

## AMERICA AND THE STEEL SUPPLY.

WASHINGTON, Dec. 11.

Mr. Willard, Chairman of the War Industries Board, has announced that after a conference lasting two hours with Mr. Gary, Mr. Schwab and other leading steelmen, the Government is assured all the steel necessary. There will be no delay in turning out munitions for victory.

## THE HALIFAX CALAMITY.

## LATEST CASUALTY LIST.

HALIFAX, Dec. 11.

Twelve hundred people are known to be dead, 2,000 are missing and 8,000 injured.

Terrific storms, snow and rain are greatly augmenting the sufferings of the victims. The homeless are quartered in tents, barracks, private residences and public buildings. Relief supplies of all kinds are being rushed in.

## OBITUARY.

LONDON, Dec. 11.

The death is announced of Dr. Pasquale Villari, the eminent Italian historian.

## PALESTINE'S IMPORTANCE.

## FAILURE OF GERMANY'S EASTERN POLICY.

LONDON, 9th November: The *New Zürcher Zeitung*, discussing the British operations in Palestine and Mesopotamia, remarks that as the Turks are unable to stop the British advance they must withdraw some divisions from Europe. The British operations in Asia would then exert a direct influence on the situation on the European front.

The military correspondent of the *Frankfurter Zeitung* declares that the fighting in Palestine is vitally important to Germany, and adds: "Should the British succeed in conquering Palestine, they will strike a heavy blow against Germany's Eastern policy, and consequently against her world policy. The events in Palestine, therefore, deserve Germany's closest attention. They constitute an attack against one of Germany's wings, while the British offensive in Flanders is an attack against the other wing."

Reuter's correspondent in Palestine says that a captured Turkish artillery officer told his captors that he left Jerusalem on Tuesday adding: "They were all waiting with open arms to receive you. Everybody is tired of Ezer and the Germans."—*Pioneer Cable*.

## PARIS SPY CASE.

## HUNGARIAN WHO HAD SERVED IN BRITISH ARMY.

A Hungarian, who under a false name had been at the head of a big Parisian food supply store, was arrested recently on charges of espionage and forgery.

Born in Budapest 36 years ago, he was known in France as Alfred Brummel. Some years back he enlisted in the Foreign Legion, but soon had to be court-martialled for striking a superior officer, and was sentenced to ten years penal servitude. He escaped from Orleansville and fled to America, where he worked on newspapers.

At the end of July 1914 Brummel went to England, and on the outbreak of war came to France, and actually succeeded in obtaining employment as an interpreter with the British Expeditionary Force. His real record was, however, quickly revealed, and he was ordered to Africa. He pretended that he had won the Victoria Cross, the French Military Medal, and the Croix de Guerre, all of which he constantly wore. Brummel's business steadily ran into thousands of pounds yielding large profits, and after securing the confidence of a wealthy Parisian merchant he won his colleague's daughter, who is now the mother of a three-month-old baby.

Brummel's downfall resulted from a chance meeting with a British Army interpreter who had seen service in Africa, and who, knowing his past, denounced him to the police.

## HONGKONG POLICE RESERVE.

PARADES, CENTRAL, 6.30 P.M.

Uniforms, Caps with cover.

MONDAY, 17th instant.

Nos. 3 and 4 Platoons (No. 2 Company).

TUESDAY, 18th instant.

Nos. 5 and 6 Platoons (No. 2 Company).

WEDNESDAY, 19th instant.

No. 1 Platoon.

THURSDAY, 20th instant.

No. 2 Company and Ambulance Platoon (under own Chief Inspector).

FRIDAY, 21st instant.

No. 1 Platoon.

PATROL DUTY.

The Schedule for duties for period of 5 weeks from December 20th to January 3rd has been issued to Warrant Officers.

According to this Warrant Officers will send all duty lists to this office, and not to their respective Police Stations direct.

This does not apply to the Harbour Police.

F. C. TERRY, D.P.P. (2).

## THE COST OF WAR.

## AN AMERICAN CALCULATION.

New York, Oct. 31.—The cost of the war to date has exceeded \$100,000,000,000 gold and the daily expenditures are in the neighbourhood of \$10,000,000 for the belligerents, compared with \$62,700,000 in the first five months of the conflict. These results have been obtained by a compilation of loans and expenditures made by the Mechanics and Metals National Bank from data obtained from various authoritative sources. In a pamphlet just issued the bank states that an estimate based on current expenditures, including those of the United States, indicates that, if the war goes through the fourth year, to August in 1918 the total military cost will be \$155,000,000,000, and the daily outlay will average \$107,000,000.

"This calculation means," says the pamphlet, "that there will have been laid out for military purposes, if the war does not end before next August, a sum greater than the developed wealth of any single nation of the world, other than the United States. It means that for war there has already been expended an amount three times as large as the total indebtedness of every nation in the world, as that indebtedness stood in 1914; four times as large as all the deposits of the banks of the United States; ten times as large as the value of all our agricultural products in a given year, twelve times as large as the value of our annual foreign trade, one thousand times as large as the amount of the annual American gold output."

## WHAT COST OF WAR MEANS.

"It means that the war has already required a sum that would have extended the railroad mileage of the United States to several times the present length, and that, besides, would have carried steamship lines to every corner of the earth. Instead, the money has been spent for organized destruction, and for every month over which hostilities continue to progress \$5,000,000,000 more are added to the cost. This means that there is required of the world every month an amount of money double that expended during the entire Russo-Japanese war, which lasted eighteen months. It means that the Boer war is being concentrated into every eight days of this war. It means that the Franco-Prussian war is being fought over and over again, its entire cost being compressed each time into a space of three weeks. It means that our civil war—hitherto the greatest contest in world history—is being duplicated with such intensity that a counterpart of the four-year struggle between the North and South is reproduced every fifty days."

The bank states that the sum of money expended since the middle of 1914 has been greater than the combined money expenditure of all other wars in the history of the world. The Napoleonic wars cost no more than \$62,500,000,000. The combined direct cost of the six greatest military struggles in the 125 years preceding the present war was no greater than \$100,000,000.

"Great Britain's outlay," the pamphlet says, "is the largest of the nations, being \$35,000,000 a day, and \$39,000,000 when loans and advances to allies are considered. The direct expense of the United States is \$29,400,000 daily, and \$40,000,000 including loans. Germany's outlay is \$27,000,000, and that of France \$20,500,000 a day. Including loans, the United States disbursed \$9,500,000,000 from Aug. 1, 1914, to the same date this year in war expenditures. Great Britain's gross expenditure in that period was \$29,000,000, that of Germany, \$22,100,000,000, and of France \$17,400,000,000."

In the following table the cost of the war per capita of population in each of the leading countries is shown.

	Daily	War Daily	Cost, Inc.	Annual Annual	(cts.)	(cts.)	Cost. Income
United States	28	100	\$103.80	\$365.00	00	00	
Great Britain	74	100	\$79.80	\$288.00	00	00	
France	50	51	\$80.00	\$290.00	00	00	
Russia	10	11	\$6.80	\$24.60	00	00	
Italy	22	32	\$8.60	\$31.10	00	00	
Entente Allies	27	46	\$100.50	\$365.75	00	00	
Germany	40	44	\$114.50	\$412.00	00	00	
Austria-Hungary	21	28	\$75.50	\$274.35	00	00	
Central Allies	31	39	\$140.00	\$504.00	00	00	
Total, all	29	45	\$103.80	\$365.00	00	00	

In the process of financing the war the several nations in the three years ended Aug. 1 last borrowed \$80,000,000,000, the bank says, of which the Entente Allies accounted for \$52,000,000,000. This year Great Britain, France, Russia, Italy, and the United States will disburse \$500,000,000 interest on their national debts, against \$708,300,000 in 1912, the last full year before the war began. Germany and Austria will pay out \$1,700,000,000 compared with \$365,700,000 in 1912. The per capita debt of France in three years has risen from \$182 to \$300, and Germany's has advanced from \$76 to \$358. The per capita debt of Great Britain in the same time has grown from \$74 to \$340.

"The war in its fourth year, its daily cost, such as the dispatch of the Mediterranean Expeditionary Force and the shipment of Indian, Chinese and Colonial contingents, in the same period, when the army and its needs were indeed small, compared with what they now are, the amount of supplies sent out to France was great, including as it did, \$88,000,000 of food and \$583,000,000 of other supplies, including as it did, and

the dispatch of troops overseas involves much forethought, not only in the marshalling of troops to utilize to the maximum the sidings opposite to the transport quay, but also to ensure that as far as possible each ship will, like each train, take a complete unit. The ships vary in their capacity, some of them having less hold room than others for the accommodation of impediments, although they have abundant space in their former passenger quarters, for the accommodation of troops; others, again, excel in their available accommodation for the army equipment and guns. Indeed, in practically no instance does the ordinary merchant ship afford ideal conditions for the accommodation in their due proportion of men, horses, guns and vehicles for a military unit. This involves great care in the loading of ships for far destinations. In all cases care is exercised to ensure that the supply unit will land in advance of the troops, if not with them, so that when the division arrives at its destination the feeding and other arrangements will be in working order. It is also important to arrange that the men will be available at the port of disembarkation to take charge of horses and vehicles when they arrive. In this way the faster ships are utilized for the men and the slower ships for such part of the impediments as require manual attention.

Even in instances where the ships are almost suitable for the transport of a military unit complete, there is the need of utilizing to the fullest possible extent the available shipping, so that in all cases greater attention is paid to the handling of our shipping than to adherence strictly to military formation. No reference need here be made to the naval convoys. It will be realized that the rate of dispatch of military units has to conform closely with the rate of disembarkation on the other side of the Channel.

We have, from an authoritative source, some details regarding the enormous amount of work done in connection with the embarkation of troops. Up to the end of 1915 moves were made overseas of 100,000 officers, 2,586,000 other ranks, and 542,000 horses. These figures include cross-Channel traffic and all other moves made by sea, such as the dispatch of the Mediterranean Expeditionary Force and the shipment of Indian, Chinese and Colonial contingents. In the same period, when the army and its needs were indeed small, compared with what they now are, the amount of supplies sent out to France was great, including as it did, \$88,000,000 of food and \$583,000,000 of other supplies, including as it did, and

the dispatch of troops overseas involves much forethought, not only in the marshalling of troops to utilize to the maximum the sidings opposite to the transport quay, but also to ensure that as far as possible each ship will, like each train, take a complete unit. The ships vary in their capacity, some of them having less hold room than others for the accommodation of impediments, although they have abundant space in their former passenger quarters, for the accommodation of troops; others, again, excel in their available accommodation for the army equipment and guns. Indeed, in practically no instance does the ordinary merchant ship afford ideal conditions for the accommodation in their due proportion of men, horses, guns and vehicles for a military unit. This involves great care in the loading of ships for far destinations. In all cases care is exercised to ensure that the supply unit will land in advance of the troops, if not with them, so that when the division arrives at its destination the feeding and other arrangements will be in working order. It is also important to arrange that the men will be available at the port of disembarkation to take charge of horses and vehicles when they arrive. In this way the faster ships are utilized for the men and the slower ships for such part of the impediments as require manual attention.

Even in instances where the ships are almost suitable for the transport of a military unit complete, there is the need of utilizing to the fullest possible extent the available shipping, so that in all cases greater attention is paid to the handling of our shipping than to adherence strictly to military formation. No reference need here be made to the naval convoys. It will be realized that the rate of dispatch of military units has to conform closely with the rate of disembarkation on the other side of the Channel.

We have, from an authoritative source, some details regarding the enormous amount of work done in connection with the embarkation of troops. Up to the end of 1915 moves were made overseas of 100,000 officers, 2,586,000 other ranks, and 542,000 horses. These figures include cross-Channel traffic and all other moves made by sea, such as the dispatch of the Mediterranean Expeditionary Force and the shipment of Indian, Chinese and Colonial contingents. In the same period, when the army and its needs were indeed small, compared with what they now are, the amount of supplies sent out to France was great, including as it did, \$88,000,000 of food and \$583,000,000 of other supplies, including as it did, and

the dispatch of troops overseas involves much forethought, not only in the marshalling of troops to utilize to the maximum the sidings opposite to the transport quay, but also to ensure that as far as possible each ship will, like each train, take a complete unit. The ships vary in their capacity, some of them having less hold room than others for the accommodation of impediments, although they have abundant space in their former passenger quarters, for the accommodation of troops; others, again, excel in their available accommodation for the army equipment and guns. Indeed, in practically no instance does the ordinary merchant ship afford ideal conditions for the accommodation in their due proportion of men, horses, guns and vehicles for a military unit. This involves great care in the loading of ships for far destinations. In all cases care is exercised to ensure that the supply unit will land in advance of the troops, if not with them, so that when the division arrives at its destination the feeding and other arrangements will be in working order. It is also important to arrange that the men will be available at the port of disembarkation to take charge of horses and vehicles when they arrive. In this way the faster ships are utilized for the men and the slower ships for such part of the impediments as require manual attention.

Even in instances where the ships are almost suitable for the transport of a military unit complete, there is the need of utilizing to the fullest possible extent the available shipping, so that in all cases greater attention is paid to the handling of our shipping than to adherence strictly to military formation. No reference need here be made to the naval convoys. It will be realized that the rate of dispatch of military units has to conform closely with the rate of disembarkation on the other side of the Channel.

## MOVING TROOPS.

## RAIL AND SEA METHODS.

Anyone who has studied the arrangements of track, particularly at the stations, of Continental nations, and contrasted it with the arrangement on British railways, must have been impressed, says *Engineering*, with the difference in facilities for entraining and detraining troops. In the one case there are ample lines with few platforms; in the other, usually two lines, or at most four lines, with a corresponding number of platforms at a level suitable to enable passengers to step practically on to the carriage floor. While admirably suited for passengers, our arrangements limit the number of troops which can be entrained or detrained in a given period of time. It follows that the traffic capacity of the line is greatly lessened. The time occupied in halts and in working trains in and out of the stations limits the maximum normal capacity of any double line of railway to six trains per hour each way, and on a single line to three trains per hour, if the crossing places are suitably situated.

One way of overcoming this difficulty and ensuring the highest train capacity was so to arrange the dispatch of troops that as far as possible each train would be made up to represent a complete unit of the fighting force. The size of the train is determined by the number of wheels, and experience shows that a good working train may have 144 pairs of wheels, although it is possible to pull a train of 160 pairs with two engines, subject to the curves and gradients being suitable. The passenger coaches have six or eight pairs, and the cattle and vehicle trucks have only four. As a rule the passenger compartment in a coach accommodates six officers or eight men, with their equipment, and there are five such compartments on an average to each coach. A cattle truck takes on an average eight horses, and a vehicle truck a wagon or a fieldgun with its limber. This accommodation is therefore suitable for half an infantry battalion with its impediments. This has been the arrangement adopted, and it has been found possible, even at the terminus for the embarkation of troops, to deal with five trains per hour, giving an interval of 12 minutes for each train.

Thus in 12 days 86,500 officers and men, 33,693 horses, and about 8,000 guns and vehicles were dealt with at one point in the dispatch of troops across the Channel. One of the difficulties in the transit of troops throughout the kingdom is that the different railway systems were not linked up to each other satisfactorily, as would have been the case had Britain been a military nation. But this has now been met, in some cases, by the formation of junctions between different company systems. There still remain, however, the difficulties incidental to there being three kinds of brake arrangements, so that the stock of the different companies cannot always be made up in one train. Again, the width of rolling-stock and the interval between up and down tracks frequently vary, so that considerable care had to be exercised in the making up of the trains.

TRANSPORT OVERSEAS.

The dispatch of troops overseas involves much forethought, not only in the marshalling of troops to utilize to the maximum the sidings opposite to the transport quay, but also to ensure that as far as possible each ship will, like each train, take a complete unit. The ships vary in their capacity, some of them having less hold room than others for the accommodation of impediments, although they have abundant space in their former passenger quarters, for the accommodation of troops; others, again, excel in their available accommodation for the army equipment and guns. Indeed, in practically no instance does the ordinary merchant ship afford ideal conditions for the accommodation in their due proportion of men, horses, guns and vehicles for a military unit. This involves great care in the loading of ships for far destinations. In all cases care is exercised to ensure that the supply unit will land in advance of the troops, if not with them, so that when the division arrives at its destination the feeding and other arrangements will be in working order. It is also important to arrange that the men will be available at the port of disembarkation to take charge of horses and vehicles when they arrive. In this way the faster ships are utilized for the men and the slower ships for such part of the impediments as require manual attention.

Even in instances where the ships are almost suitable for the transport of a military unit complete, there is the need of utilizing to the fullest possible extent the available shipping, so that in all cases greater attention is paid to the handling of our shipping than to adherence strictly to military formation. No reference need here be made to the naval convoys. It will be realized that the rate of dispatch of military units has to conform closely with the rate of disembarkation on the other side of the Channel.

We have, from an authoritative source, some details regarding the enormous amount of work done in connection with the embarkation of troops. Up to the end of 1915 moves were made overseas of 100,000 officers, 2,586,000 other ranks, and 542,000 horses. These figures include cross-Channel traffic and all other moves made by sea, such as the dispatch of the Mediterranean Expeditionary Force and the shipment of Indian, Chinese and Colonial contingents. In the same period, when the army and its needs were indeed small, compared with what they now are, the amount of supplies sent out to France was great, including as it did, \$88,000,000 of food and \$583,000,000 of other supplies, including as it did, and

the dispatch of troops overseas involves much forethought, not only in the marshalling of troops to utilize to the maximum the sidings opposite to the transport quay, but also to ensure that as far as possible each ship will, like each train, take a complete unit. The ships vary in their capacity, some of them having less hold room than others for the accommodation of impediments, although they have abundant space in their former passenger quarters, for the accommodation of troops; others, again, excel in their available accommodation for the army equipment and guns. Indeed, in practically no instance does the ordinary merchant ship afford ideal conditions for the accommodation in their due proportion of men, horses, guns and vehicles for a military unit. This involves great care in the loading of ships for far destinations. In all cases care is exercised to ensure that the supply unit will land in advance of the troops, if not with them, so that when the division arrives at its destination the feeding and other arrangements will be in working order. It is also important to arrange that the men will be available at the port of disembarkation to take charge of horses and vehicles when they arrive. In this way the faster ships are utilized for the men and the slower ships for such part of the impediments as require manual attention.

Even in instances where the ships are almost suitable for the transport of a military unit complete, there is the need of utilizing to the fullest possible extent the available shipping, so that in all cases greater attention is paid to the handling of our shipping than to adherence strictly to military formation. No reference need here be made to the naval convoys. It will be realized that the rate of dispatch of military units has to conform closely with the rate of disembarkation on the other side of the Channel.

We have, from an authoritative source, some details regarding the enormous amount of work done in connection with the embarkation of troops. Up to the end of 1915 moves were made overseas of 100,000 officers, 2,586,000 other ranks, and 542,000 horses. These figures include cross-Channel traffic and all other moves made by sea, such as the dispatch of the Mediterranean Expeditionary Force and the shipment of Indian, Chinese and Colonial contingents. In the same period, when the army and its needs were indeed small, compared with what they now are, the amount of supplies sent out to France was great, including as it did, \$88,000,000 of food and \$583,000,000 of other supplies, including as it did, and

the dispatch of troops overseas involves much forethought, not only in the marshalling of troops to utilize to the maximum the sidings opposite to the transport quay, but also to ensure that as far as possible each ship will, like each train, take a complete unit. The ships vary in their capacity, some of them having less hold room than others for the accommodation of impediments, although they have abundant space in their former passenger quarters, for the accommodation of troops; others, again, excel in their available accommodation for the army equipment and guns. Indeed, in practically no instance does the ordinary merchant ship afford ideal conditions for the accommodation in their due proportion of men, horses, guns and vehicles for a military unit. This involves great care in the loading of ships for far destinations. In all cases care is exercised to ensure that the supply unit will land in advance of the troops, if not with them, so that when the division arrives at its destination the feeding and other arrangements will be in working order. It is also important to arrange that the men will be available at the port of disembarkation to take charge of horses and vehicles when they arrive. In this way the faster ships are utilized for the men and the slower ships for such part of the impediments as require manual attention.

Even in instances where the ships are almost suitable for the transport of a military unit complete, there is the need of utilizing to the fullest possible extent the available shipping, so that in all cases greater attention is paid to the handling of our shipping than to adherence strictly to military formation. No reference need here be made to the naval convoys. It will be realized that the rate of dispatch of military units has to conform closely with the rate of disembarkation on the other side of the Channel.







## SHIPPING



## HONGKONG DEFENCE CORPS.

Order for Artillery Company by Capt. J. H. W. Armstrong, Y.D. at Belchers Battery.

## PARADES.

THURSDAY, 13th instant.—  
7.30 a.m.—Right Half Company (Gun numbers other than specialists).  
8.15 p.m.—Left Half Company (Gun numbers other than specialists).  
FRIDAY, 14th instant.—  
7.30 a.m.—Right Half Company Layers' and Sappers' Class only.  
8.15 p.m.—Left Half Company Layers' and Sappers' Class only.

Orders for Engineer Company by Captain W. Russell.

7th to 14th instant.  
E. L. Manning nightly at Belchers and at Lyceum. Parades as per posters posted at Headquarters.

Engine drivers at 5.15 p.m.  
Electricians at 5.30 p.m.  
OFFICERS MEET FOR DUTY.  
Belchers, 2nd Lieut. Matthewman.  
Lyceum, 1st Lieut. Templeton.  
Stamewaters, 2nd Lieut. Brown.

PARADES FOR INSTRUCTION.  
Classes for highly rating at Belchers at 5 p.m. on Tuesday and Thursday, under Staff Sergeant Overend, and at Lyceum on Wednesday and Friday, under Staff Sergeant Overend.

## To-day's Advertisements

## PUBLIC AUCTION.

ME Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

## THURSDAY,

the 12th December, 1917, commencing at 10.30 a.m., and continuing at 2.30 p.m., at their Sales Rooms, No. 5, Des Vaux Road, Corner of Lee House Street.

## A LARGE ASSORTMENT OF TOYS.

Comprising:—  
Equineaux Dolls, Teddy Bears and other Animals—Dolls (large and small)—Trains, Motor Cars, Cricket Sets, Soldiers, Forts, Gun Emplacements, etc.—Football, Boxing Gloves, Tea Sets, Furniture Sets, Games, Small Perambulators, Beds, Xmas Trees, Air Guns and Water Pistols, Fire Works, Crackers, etc., etc.

On view from Wednesday, at 2 p.m.

Terms:—Cash.  
HUGHES & HUGHES,  
Auctioneers.  
Hongkong, Dec. 12, 1917. 2283

## EXCHANGE.

Hongkong, December 12, 1917.  
On London—  
Bank Wire ... 2/11 1/2  
On demand ... 2/11 1/2  
30 days sight ... 2/11 1/2  
4 months sight ... 2/11 1/2  
On Paris—  
On demand ... 4/11 1/2  
Credit, 4 months sight ... 4/11 1/2  
On New York—  
On demand ... 7 1/2  
Credit, 30 days sight ... 7 1/2  
On Bombay—  
On demand ... 100  
On Calcutta—  
On demand ... 100  
On Singapore—  
On demand ... 100  
On Manila—  
On demand ... 100  
On Shanghai—  
On demand ... 100  
On Canton—  
On demand ... 100  
On Yokohama—  
On demand ... 100  
Gold Leaf, 100 fine (per tael) ... 44.50  
Silver (per tael) ... 42.50  
Bar Silver in Hongkong ... 24 1/2 nom.  
Chinese Upper Cent ... 2 1/2 nom.  
Chinese Lower Cent ... 2 1/2 nom.  
Rate of Exchange ... 7 1/2 p.a.  
Chinese Sub. Coin ... 7 1/2 p.a.  
Hongkong Sub. Coin ... par.

## THE FIRST CHINESE NEWSPAPER

## EVER ISSUED UNDER

## PURELY NATIVE DIRECTION.

## The Chinese Mail

## 華字日報

## THE LEADING CHINESE JOURNAL AND

## COMMERCIAL JOURNAL.

## PUBLISHED EVERY MONDAY.

## CONTAINS THE MOST RELIABLE

## TELEGRAPHIC NEWS FROM

## NORTH CHINA.

## ALL THE LATEST INFORMATION FROM THE

## FOREIGN PRESS OF CHINA AND JAPAN.

## SOLD BY ALL NEWSDEALERS IN HONGKONG

## AT 10.00 TO 11.00 A.M.

## SPECIAL DELIVERY BY POST.

## SPECIAL DELIVERY BY POST.

## SPECIAL DELIVERY BY POST.

## SPECIAL DELIVERY BY POST.

## SPECIAL DELIVERY BY POST.

## SPECIAL DELIVERY BY POST.

## SPECIAL DELIVERY BY POST.

## SPECIAL DELIVERY BY POST.

## SPECIAL DELIVERY BY POST.

## SPECIAL DELIVERY BY POST.

Before deciding upon your next motorcycle see the three new 1918 model

## Indian Motorcycles.

2 1/2 h.p. Featherweight.  
5 h.p. Little Twin.  
7 h.p. Big Twin.

Fresh shipment due in Hongkong this month.

ALEX. ROSS & Co.,

4, Des Vaux Road.

## PATELL &amp; CO.

## ORIENTAL PRODUCE

## EXPORTERS,

## SILK MERCHANTS,

## COMMISSION AGENTS.

## Agencies in

## NEW YORK,

## SAN FRANCISCO, U.S.A.

## Branches:—

## CANTON,

## SHANGHAI,

## YOKOHAMA,

## BOMBAY.

## HEAD OFFICE: Kine's Buildings,

## HONGKONG.

## LESSONS IN CHINESE.

## MR. LI HON YAN, a Chinese graduate from

## the University of London, has been

## appointed to give lessons in Chinese

## and English in the Colony for the year

## 1918. He has a good method of teaching

## and is a native speaker of Chinese. He

## has also a good knowledge of English and

## those who intend learning the Chinese

## language are requested to write to "The

## China Mail" Office at 120, Wellington Street, first floor.

## [125]

## THE 'CHINA MAIL'

## NOTICE.

## Communications relating to news should

## be addressed to THE EDITOR.

## Correspondents must forward their

## names and addresses with any communication

## addressed to the Editor, not necessarily for

## publication but as evidence of good

## faith.

## All matters for publication should be

## written on one side of the paper only.

## Letters relating to business should be

## addressed to THE MANAGER.

## Rate of subscription to "The China Mail" is

## \$35 per annum; per quarter and per month

## pro rata.

## The "China Mail" is delivered free to

## subscribers in Hongkong and Kowloon.

## Postage is charged at the rate of fifty

## cents per month.

## Orders for extra copies of the "China

## Mail" should be sent as soon as possible as

## the supply is limited. Cash 10 cts, Credit

## 20 cts, per copy.

## Rate of subscription to the "Overland

## China Mail" is \$12 per annum; postage

## \$1 per annum extra. Single copies twenty

## five cents each.

## Alterations and additions to Advertisements

## on Pages 2, 3, 4, and 7 should be

## sent to the Office, No. 5, Wyndham

## Street, not later than 11.30 a.m.

## Alterations and additions to Advertisements

## on pages 1, 4, 5 and 8 should be

## sent as not later than 1 p.m.

## New Advertisements should be sent in

## before 2 p.m.

## Advertisements and Subscriptions which

## are not ordered for a fixed period will be

## continued until countermanded.

## Telephone Address: "MAIL" Hongkong.

## Code: A.B.C. 5th Edition.

## Telephone No. 22.

## THE 'CHINA MAIL' LITERS.

## THE 'CHINA MAIL' LITERS.

## THE 'CHINA MAIL' LITERS.

## THE 'CHINA MAIL' LITERS.

## THE 'CHINA MAIL' LITERS.

## FARES FOR PUBLIC

## VEHICLES.

## CHAIRS.

## I.—In Victoria with two Bearers.

## Quarter hour ... 10 cents

## Half hour ... 20 "

## One hour ... 30 "

## Three hours ... 70 "

## Six hours ... 1.00

## A day (8 a.m. to 6 p.m.) ... \$1.00

## If the trip is extended beyond Victoria,

## half fare extra.

## Between the hours of 8.30 p.m. and 6

## a.m. the above fares shall be increased

## by 50 per centum.

## II.—Beyond Victoria, with four Bearers.

## Hour ... 0.80 cents

## Three hours ... 2.00

## Six hours ... 3.50

## A day (8 a.m. to 6 p.m.) ... 6.00

## III.—In the Kowloon District.

## With 2 Bearers With 4 Bearers.

## Quarter hour ... \$0.15

## Half hour ... 0.30

## One hour ... 0.50

## Three hours ... 1.00

## Six hours ... 1.50

## A day (8 a.m. to 6 p.m.) ... 2.00

## RICKSHAS.

## I.—In the Island of Hongkong engage if

## in Victoria.

## Ten minutes ... 5 cents

## Half hour ... 10 "

## One hour ... 15 "

## Every subsequent hour ... 20 "

## Note.—If the ricksha be engaged

## within the City of Victoria, and be dis-

## charged outside the Western part of the

## City of Victoria after 9 p.m., or be dis-

## charged to the East of Bay View Police

## Station on the Eastern side of the City

## of Victoria after 9 p.m., an extra half

## fare shall be chargeable.

## II.—In Kowloon.

## Quarter hour ... 5 cents

## Half hour ... 10 "

## Hour ... 15 "

## Every subsequent hour ... 20 "

## III.—Taipo Road.

## Twenty cents shall be added

## for each extra hour, or part

## of an hour if the hire causes

## the journey to take longer

## than:

## To 4th mile—

## single ... 75 cents ... 1 hour.

## return ... \$1.00 ... 2 hours.

## Beyond 4th to 6th mile—

## single ... \$1.50 ... 2 hours.

## return ... \$2.00 ... 3 hours.

## Beyond 6th to 8th mile—

## single ... \$1.75 ... 2 1/2 hours.

## return ... \$2.50 ... 4 hours.

## Beyond 8th to 10th mile—

## single ... \$2.00 ... 3 hours.

## return ... \$3.00 ... 5 hours.

## Beyond 10th to 12th mile—

## single ... \$2.50 ... 3 1/2 hours.

## return ... \$3.50 ... 6 hours.

## Fares for journeys beyond the 12th

## mile to be a matter of previous arrange-

## ment in each case.

## The fares here set out to apply to one

## ricksha with three coolies from Tsing Sha

## Tahai.

## FARES FOR PUBLIC CARRIAGES.

## I.—Not exceeding

## per passenger.

## From Slaughter House to

## Sailors' Home ... 04 cents.

## From Sailors' Home to

## Government Civil Hos-

## pital ... 04 "

## From Government Civil

## Hospital to Clock Tower ... 04 "

## From Clock Tower to Race

## Course ... 10 "

## From Clock Tower to Bay

## View House ... 12 "

## From View House to

## Bay View House ... 08 "

## From Bay View House to

## Quarry Bay ... 08 "

## II.—In the City of Victoria

## Not exceeding

## per passenger.

## Quarter hour ... 10 cents

## Half hour ... 20 "

## One hour ... 30 "

## Two hours ... 50 "

## Four hours ... 80 "

## Six hours ... 1.00

## A day from 8 a.m. to 6 p.m. \$1.25

## III.—Beyond Victoria.

## Not exceeding

## per passenger.

## One hour ... 25 cents

## Two hours ... 45 "

## Three hours ... 65 "

## Four hours ... 85 "

## Five hours ... 1.05

## Six hours ... 1.25

## A day from 8 a.m. to 6 p.m. \$1.50

## If a vehicle is discharged beyond the

## limits of the City of Victoria half fare

## extra is to be allowed for the return

## journey.

## IV.—In Kowloon.

## Not exceeding

## per passenger.

## Quarter hour ... 10 cents

## Half hour ... 20 "

## One hour ... 30 "

## Two hours ... 50 "

## Four hours ... 80 "

## Six hours ... 1.00

## A day from 8 a.m. to 6 p.m. \$1.25

## WEEPING ECZEMA

## ALL OVER HEAD

## Appeared as Itchy Spot. Had a

## Watery Appearance. Became

## Eruptions. Healed by Cuticura.

## "I had weeping eczema, the first signs

## of which was appearance of an itchy

## spot on my head. At times

## it had a watery appearance

## and quickly spread over

## my head which became a

## mass of eruptions. I had

## very little sleep and I had

## to cut my hair off.

## "I was advised by one

## head with Cuticura to

## try them. After using a

## box of Cuticura Ointment and a

## box of Soap I was healed." (Signed) Harry

## Thompson, 4, New Lane Place, Leeds,

## Eng. June 10, 1916.

## "Why not make these fragrant emol-

## lents your every-day toilet preparations?

## Samples Free by Post. (Soap to

## cleanse, Ointment to heal.) Address:

## F. Newbery &amp; Sons, 27, Charterhouse

## Sq., London. Sold everywhere.

## WEATHER REPORT.

## December 12, 1917. 15a.—No returns

## from Japan or Indo-China. Pressure has

## decreased slightly along the coast from

## Shanghai to Hongkong, and is stationary

## over the Philippines. It is highest over

## Korea.

## Moderate monsoon may be expected

## over the China Sea.